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1921/22



THIRTEENTH ANNUAL REPORT

OF THE

POR T OF LONDON AUTHORITY

FOR THE

YEAR ENDED 31st MARCH, 1922.

PORT OF LONDON AUTHORITY.

List of Members—31st March, 1922.

RIGHT HON. VISCOUNT DEVONPORT, P.C. CHAIRMAN.

RIGHT HON. LORD RITCHIE OF DUNDEE. VICE-CHAIRMAN.

ALLEN, FREDERICK CHARLES.

LEACH, CHARLES FREDERICK.

BENN, CAPTAIN SIR ION HAMILTON, BART.,
C.B., D.S.O., M.P.

MCLEOD, SIR CHARLES CAMPBELL.

BLAKE, JACK PERCY.

MARTIN, LIONEL ALFRED.

CLARKE, CAPTAIN SIR ARTHUR
WELLESLEY, K.B.E.

MILLER, SIR JOHN ONTARIO, K.C.S.I.

CORY-WRIGHT, SIR ARTHUR CORY, BART.

MOORE, HENRY TAIT.

DEVENAY, WILLIAM.

SALTMARSH, SIR GEORGE.

FIELD, ADMIRAL SIR ARTHUR MOSTYN,
K.C.B.

SMITH, OWEN HUGH.

FRANCIS, JOHN MORGAN RICHARDS.

TORREY, CHARLES FRANKLIN.

GILBERT, JAMES DANIEL, M.P.

TURNER, SIR MONTAGU CORNISH.

GLOVER, JOHN HOWARD.

WALKER, WILLIAM.

GOSLING, HARRY, C.H.

WEDDEL, WILLIAM.

GUTHRIE, CHARLES SETON SINCLAIR.

WHITE, RICHARD.

JACKSON, SIR CYRIL, K.B.E.

WILLIAMS, WILLIAM VARCO.

WIMBLE, SIR JOHN BOWRING, K.B.E.

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POR T OF LONDON AUTHORITY.

THIRTEENTH ANNUAL REPORT.

To the MINISTER OF TRANSPORT.

SIR,

Pursuant to the provisions of the Port of London (Consolidation) Act, 1920, the Port of London Authority has the honour to present the Annual Report of its proceedings for the year ended 31st March, 1922.

TRADE OF THE PORT FOR THE YEAR.

Shipping arriving
and departing.

The total net tonnage of vessels which arrived and departed with cargoes and in ballast from and to foreign countries and British Possessions and coastwise during the years ended 31st December, 1913-1921 was as follows :—

	Tons.		Tons.		Tons.
1913 ..	40,082,282	1916 ..	24,976,437	1919 ..	26,335,191
1914 ..	37,154,133	1917 ..	18,053,002	1920 ..	32,758,604
1915 ..	30,890,531	1918 ..	14,564,008	1921 ..	34,087,220

The totals for the years 1914 to 1918 do not include the tonnage of many of the vessels engaged on Government service in connection with the war.

Shipping paying
river tonnage dues.

The net register and deck cargo tonnage of shipping which entered and left the Port of London and paid river tonnage dues during the twelve months ended 31st March, 1922 and 1921 respectively, was as follows :—

				Percentage Increase or Decrease.
Foreign	Inwards	13,132,220	1921.	+ 17.9
	Outwards	6,914,501	6,695,433	+ 3.3
Coastwise	Inwards	4,068,304	5,000,660	- 18.6
	Outwards	1,615,311	1,482,714	+ 8.9
		5,683,615	6,483,374	- 12.3
		25,730,336	24,320,249	+ 5.8

There was thus an increase of 2,209,846 tons in the foreign, and a decrease of 799,759 tons in the coastwise trades, the resultant net increase being 1,410,087 tons.

**Shipping using the
Wet Docks.**

The tonnage of shipping included on page 1 which used the wet docks of the Authority amounted to 63.7 per cent. of the total, compared with 62.3 per cent. in the twelve months preceding and 60.3 per cent. average for the years 1912-1914, viz. :—

		1922.	1921.	Percentage Increase or Decrease.
Foreign	{ Inwards	9,535,099	8,375,232	+ 13.8
	{ Outwards	5,410,677	5,256,643	+ 2.9
		<hr/> 14,945,776	<hr/> 13,631,875	+ 9.6
Coastwise	{ Inwards	907,593	1,050,760	- 13.6
	{ Outwards	535,548	465,674	+ 15.0
		<hr/> 1,443,141	<hr/> 1,516,434	- 4.8
		<hr/> <hr/> 16,388,917	<hr/> <hr/> 15,148,309	+ 8.2

The tonnage of shipping liable to dock dues which entered the wet docks was 10,894,132 tons as compared with 9,892,578 tons for the year ended 31st March, 1921, an increase of 1,001,554 tons or 10.1 per cent.

**Shipping using the
Dry Docks.**

The shipping entering the dry docks of the Authority during the twelve months was 5,982 tons more than that of the previous year, viz. :—

1922.	1921.
Tons gross.	Tons gross.
2,431,461	2,425,479

**Imports and
Exports.**

The values of the total Imports and Exports (excluding Coastwise Goods) of the United Kingdom, and six principal Ports, for the year ended 31st December, 1921, were as follows :—

	1921.	1920.	Percentage Decrease.
	£	£	
United Kingdom	1,895,818,909	3,489,871,481	45.7
London (including Queenborough) ..	606,856,886	1,005,276,386	39.6
Liverpool	528,012,834	1,091,657,022	51.7
Hull	91,922,735	172,951,919	46.8
Manchester (including Runcorn) ..	86,515,435	207,756,312	58.4
Southampton	66,813,302	88,509,359	24.5
Glasgow	94,701,689	158,126,941	40.1

During the twelve months ended 31st March, 1922, the Authority landed or received 2,231,232 tons of import goods for warehousing or for immediate delivery, a decrease of 641,671 tons, or 22.3 per cent. as compared with the tonnage dealt with during the previous twelve months.

The stocks at the end of March, 1922, in the warehouses directly controlled by the Authority amounted to 653,701 tons, as compared with 1,000,794 tons at the corresponding date in 1921, a decrease of 347,093 tons. The average tonnage of stocks in warehouse at the end of each month was below that of the previous year by 178,732 tons.

The export traffic handled on the dock quays during the twelve months amounted to 492,675 tons, as compared with 726,237 tons in the previous year, a decrease of 233,562 tons.

FINANCE.

The accounts of the Authority for the thirteenth year of its working are annexed to this Report.

Stock redeemed.

The £500,000 Port of London $5\frac{1}{4}$ per cent. Inscribed Stock issued in May, 1916, at the price of £99 per cent., redeemable at par on the 1st August, 1921, was paid off on that date and cancelled.

Stock issued.

On the 15th November, 1921, the Authority created and issued at the price of £96 per cent., £2,000,000 Port of London 6 per cent. Inscribed Stock redeemable at par on the 1st July, 1940, the Authority having the option to redeem such Stock in whole or in part at par on or after the 1st July, 1930, on giving six months' notice. The issue was made chiefly for the purpose of paying off temporary loans to meet Capital Expenditure on the improvement and development of the facilities of the Port. The Stock ranks as to security *pari passu* with the $3\frac{1}{2}$ per cent., 4 per cent., and $5\frac{3}{4}$ per cent. Inscribed Stocks and the "B" Port Stock already issued.

The balance of borrowing powers by means of the issue of Port Stock remaining unexercised at 31st March, 1922, amounted to £3,056,697 as follows :—

Port Stock authorised to be issued	..	..	..	£	32,647,156
Port Stock issued	..	..	..	..	30,090,459
					<u>2,556,697</u>
Port Stock redeemed	..	..	..	..	500,000
					<u>£3,056,697</u>

Port of London Bills.

Bills to an amount of £1,000,000 outstanding at 31st March, 1921, were met to the extent of £200,000 out of revenue and as regards the balance by the issue of further Bills and by an advance from the Bank.

Issues of Bills during the year under review were as follows :—

25th May, 1921	..	£200,000 three months' Bills maturing 25th Aug., 1921.
2nd Aug., 1921	..	£1,000,000 three months' Bills maturing 2nd Nov., 1921.
14th Sept., 1921	..	£400,000 three months' Bills maturing 14th Dec., 1921.
15th Mar., 1922	..	£500,000 three months' Bills maturing 15th June, 1922.

Capital Expenditure.

The Capital Expenditure for the year ended 31st March, 1922, amounted to £1,472,818, a classification of which is shewn in Statements Nos. 3 and 4 of Accounts annexed.

Detailed information relative to Works completed during the year and in progress at 31st March, 1922, will be found in the section of the Report devoted to Works and Improvements.

Sinking Funds.

The Redemption Fund applicable to items of expenditure, covered by the $3\frac{1}{2}$ per cent. Inscribed Port Stock (issued 31st March, 1911), for which a period of 90 years was prescribed, was commenced on 1st April, 1921, in accordance with Section 104 (1) of the Port of London (Consolidation) Act, 1920, which provides that the operation of such funds may be suspended for 10 years from the date of issue of the Port Stock.

The amount standing to the credit of the Sinking Funds for the Redemption of Port Stock at 31st March, 1922, was £711,710. This sum includes the balance of £18,196 standing to the credit of the $5\frac{1}{4}$ per cent. Inscribed Port Stock Redemption Fund Account at 31st March, 1921, which was transferred to the 6 per cent. Inscribed Port Stock Redemption Fund Account consequent upon the issue of the

**Sinking Funds—
(contd.)**

latter stock in respect of works previously included in the former. Full particulars are set forth in Statement No. 5 of the Accounts.

Supplementary to the statutory requirements in regard to Port Stock, provisional Sinking Funds are in operation for the redemption of certain expenditure in respect of which borrowing powers by means of the issue of Port Stock have not yet been exercised. Particulars of these Sinking Funds, the balance of which amounted at 31st March, 1922, to £51,063, are set out in the General Balance Sheet, Statement No. 9 of the Accounts.

Working Results.

The following is a summary of the year's working :—

	£
Total Revenue	7,929,874
Total Expenditure	5,801,217
 <i>Less—</i>	
Income Tax, Interest on Port Stocks and Temporary Advances, Sinking Fund Charges, etc., less Interest, etc., receivable	1,475,929
 <i>Deduct—</i>	
Further Contribution to Insurance Fund under Section III of the Port of London (Consolidation) Act, 1920	100,000
 <i>Add—</i>	
Balance brought forward from 31st March, 1921 ..	896,044
Balance carried forward, subject to liability, if any, for Excess Profits Duty	<u>£1,448,772</u>
 <i>General Reserve Fund.</i>	
The amount of the Fund at 31st March, 1921, was To which has been added a proportion of the Income accumulated from Investments during the year, viz.	983,337
Making a total at 31st March, 1922, of	<u>£1,000,000</u>

being the statutory maximum prescribed by Section 107 (1) of the Port of London (Consolidation) Act, 1920.

The Balance of the Income accumulated from Investments amounting to £19,386 has been credited to Net Revenue Account (Statement No. 8 of the Accounts). The Fund is fully invested in Trustee Securities which stand in the Books at or under Mean Market Values as at 31st March, 1922.

Insurance Fund.

The amount standing to the credit of the Insurance Fund at 31st March, 1922, was £150,228, the Fund having been augmented during the year by Interest on Investments, amounting to £228, and by a further contribution of £100,000 from Net Revenue (Statement No. 8 of the Accounts). The Investments held on account of the Insurance Fund stand in the books at a value of £49,468, leaving a balance of £100,760 to be invested.

Auditor.

The Ministry of Transport reappointed Sir William Plender, G.B.E., of the firm of Deloitte, Plender, Griffiths & Co., to be Auditor of the accounts of the Authority for the year ended 31st March, 1922, in accordance with the provisions of Section 109 of the Port of London (Consolidation) Act, 1920.

WORKS AND IMPROVEMENTS.

Progress of Works.

Progress has been made with the Improvement Programme as follows :—

LONDON DOCKS.

Negotiations are proceeding for the acquisition of land for the further improvements included in the Port of London Act 1917.

Improvements have been authorised to provide a river barge berth at Shadwell Upper Entrance which has been closed for many years.

MILLWALL DOCK.

A contract has been entered into for a new caisson for Millwall Dry Dock.

ROYAL VICTORIA DOCK.

The construction of the sheds, improved road and railway facilities and incidental works on the south side of the Royal Victoria Docks consequent upon the explosion at Silvertown in January, 1917, has been completed, including the reinforced concrete Grain Silo.

Good progress has been made with the superstructure of the six-storey warehouse upon the new quay between "D" and "E" Jetties for the warehousing and handling of hogsheads of tobacco and with the widening of the road and improvement of the railway facilities.

A new block of Offices to provide accommodation for the tobacco business and for tenants displaced by the road widening is nearing completion on the north side near Custom House Station.

KING GEORGE V DOCK.

Good progress has been made with the contracts for the two additional two-storey sheds 1,100 and 1,150 feet long respectively and 120 feet wide on the north side and also with their crane equipment.

New offices for the accommodation of warehouse-keepers and the police are nearing completion on the south side.

TILBURY DOCKS.

The two new caissons for the Dry Docks have been delivered and the six additional hydraulic quay cranes have been erected.

The fourteen houses for the Authority's Police and the Fire Station on land adjoining Tilbury Hotel have been completed.

TILBURY.

The River Jetty at Tilbury was opened for business on the 9th June, 1921.

During the year 2,161,553 cubic yards of material were removed from the River for the deepening of the Channels.

The quantity of mud removed from the Docks during the year was 1,230,343 cubic yards.

Dredging.

GENERAL.

Opening of King George V Dock.

On Friday, the 8th July, His Majesty The King performed the Ceremony of opening the new dock forming the southern extension of the Royal Victoria and Albert Dock System and graciously acceded to the Authority's request that the Dock should be known as King George V Dock.

The work of construction was commenced in 1912 and its completion was greatly retarded by the War.

The new dock has an area of about 65 acres and a total lineal quayage available for the berthing of vessels of nearly $2\frac{1}{2}$ miles. Its depth is 38 feet and its entrance lock is 800 feet long and 100 feet wide, with a depth of 45 feet at the centre of the sill.

The dry dock at the western end is 750 feet long, 100 feet wide and has a depth of 35 feet over the keel blocks.

The War.

A Book containing the record of members of the Authority's Staff who were on Military Service during the Great War, the Roll of Honour of those who lost their lives and a list of Awards granted for distinguished and meritorious service, was prepared and issued to the Members of the Authority. A copy was also presented to each Member of the Staff who served with the Forces and to the nearest relatives of those who lost their lives.

Reductions in pay of Dock and Warehouse Labourers.

In accordance with Agreements arrived at by the National Joint Council for Dock Labour, reductions in the pay of Dock and Warehouse Labourers have been made as follows :—

4th August, 1921	2s. per day on a half-day basis.
5th January, 1922	1s. " "

Reductions of 2s. and 1s. respectively were also made in the earnings of piece-workers per eight-hours' day work from the same dates.
20th March, 1922 1s. per day on a half-day basis.

On and after the same date the flat reductions in piece-work rates made on the 4th August, 1921, and 5th January, 1922, were abolished, and in substitution a reduction of 20 per cent. was made on the piece-work rates in operation on the 1st August, 1921.

The reduction in cost to the Authority is estimated at £353,620 per annum.

UPPER AND LOWER DIVISIONS OF THE STAFF.

Reductions in pay, war wages and war bonus.

In view of the reductions in the pay of Dock and Warehouse Labourers, the War Bonus to the Upper and Lower Divisions of the Staff was reduced as follows :—

5s. per week from 18th August, 1921.
5s. " " 3rd November, 1921.
5s. " " 5th January, 1922.

Smaller reductions were made in the War Bonus of the Junior, Women and Extra Staff.

The reduction in cost is estimated at £170,120 per annum.

Following upon the reduction in the pay of Labourers on the 20th March, the War Bonus to the Upper and Lower Divisions will be further reduced by 2s. 6d. per week on the 6th April and 2s. 6d. per week on the 11th May, 1922.

MECHANICS, TRADESMEN, ETC., ENGINEERING DIVISION.

Following upon agreements between the men's Unions and the Masters' Associations, various reductions have been made in the pay, war wages and war bonus of Mechanics, Tradesmen, etc., employed in the Engineering Division. The reduction in cost is estimated at £180,680 per annum.

RAILWAY STAFF.

Decreases in the cost of living bonus under the sliding scale provided for in agreements between the Railway Companies and the two Railway Unions have been applied to the Authority's Railway Staff. The reduction in cost is estimated at £17,350 per annum.

DOCK POLICE.

The Metropolitan and City Police withdrew their non-pensionable bonus on the 1st October and a similar bonus granted to the Authority's Police Force was withdrawn at the same date. The reduction in cost is estimated at £25,030 per annum.

In July last the Minister of Labour granted a provisional Certificate of Exception under the Unemployment Insurance Acts in respect of members of the Upper and Lower Divisions of the Authority's Staff who have completed three years' permanent service. The certificate was antedated to the 8th November, 1920, and expires on the 2nd July, 1922.

On the 15th September, Harland & Wolff, Ltd., took over certain of the Authority's engineering shops, etc., and twenty-eight men, with their statutory privileges, were transferred to that firm.

At the 31st March, 1922, 4,294 members of the Staff were contributors to the Authority's Pension Fund.

This Bill which was introduced in the 1921 Session of Parliament proposed to incorporate a Company with a capital of £2,500,000 for the purpose of constructing a deep-water wharf, railways, motor road and other subsidiary works at Canvey Island, Essex. The scheme differed but little from that proposed by former Bills promoted in 1912, 1918 and 1919, and rejected by Parliament. The Authority petitioned against the Bill. It came before a Select Committee of the House of Commons who rejected it on preamble without calling upon opponents.

For the 1922 Session, notices for the Bill were again given and deposits made, but the Bill was not proceeded with.

This Bill was brought in by the Ministry of Transport for the re-organisation of the Railway System by grouping the Railway Companies.

Amendments were put down by Captain Sir I. Hamilton Benn, Bart., C.B., D.S.O., M.P., and Mr. J. D. Gilbert, M.P., with the view of constituting the Authority a Railway Company for the purposes of the Bill. Amendments were also moved



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Railways Bill—(contd.) on behalf of the Dock and Harbour Authorities' Association and others and the following clause was inserted in the Bill in order to meet the objections :—

"For the purposes of this Act the expression 'railway company' includes a joint Committee of two or more railway companies and the owners of any railway to which at the passing of this Act a Railway Rates and Charges Order within the meaning of Part III of this Act applies, and where a railway is owned by a joint Committee of two or more railway companies it shall, for the purposes of this Act, be deemed to be jointly owned by those companies."

Another important provision was secured that railway companies owning docks shall make the docks self-supporting and shall not subsidise them out of rail income.

Port of London and Midland Railway Bill.

The Authority in conjunction with the Midland Railway Company promoted a Bill to obtain the requisite Parliamentary powers for a proposed passenger landing stage at Tilbury, the estimated cost of which is £956,000.

The scheme is for a floating stage 2,150 feet long and 80 feet wide, with a depth of 35 feet alongside. It will be connected with the mainland by two bridges for vehicular and pedestrian traffic, four smaller bridges for giving access to the circulating area adjacent to the railway station, and conveyers for the rapid transport of baggage from the ship direct to a Customs Examination hall of ample dimensions. The arriving vessel will be able to steam alongside the stage, land its passengers with their luggage and put its mails ashore in the most expeditious manner.

The Bill is now before Parliament and has not met with any serious opposition.

River Purification.

Under the Authority's powers for the prevention of pollution of the river and tributaries 6,155 inspections have been made and in six cases objectionable discharges have been diverted from the river.

The Summons issued against the owners of certain premises at Gravesend in respect of the pollution of the river were heard in July last and convictions were obtained.

The Corporation of Gravesend have now decided to carry out a drainage scheme for the Borough and have applied to the Ministry of Health for sanction to borrow £214,000 for this purpose.

Thefts in the docks.

During 1921, 317 persons were convicted of larceny and unlawful possession as against 842 in the previous year. Of these, 69 persons were imprisoned, 203 fined and 45 bound over or otherwise dealt with. Of the 272 sentences, 25·3 per cent. were imprisonment and 74·7 per cent. fines.

The Committee appointed by the London Chamber of Commerce to deal with the question of pilferage of goods has continued to sit throughout the year and has dealt with the matter from several points of view amongst which the principal are (1) Improved police protection (2) Improved lighterage agreements and (3) Preventive measures. The Metropolitan Police have also held an enquiry into River and Dock pilferage and as a result have taken certain measures to deal with river crime.